

Mayor's Bicycle Advisory Council

Wednesday, September 13th



Bicyclist Fatalities, Year to Date (January 1 – August 31, 2017)

MBAC Briefing

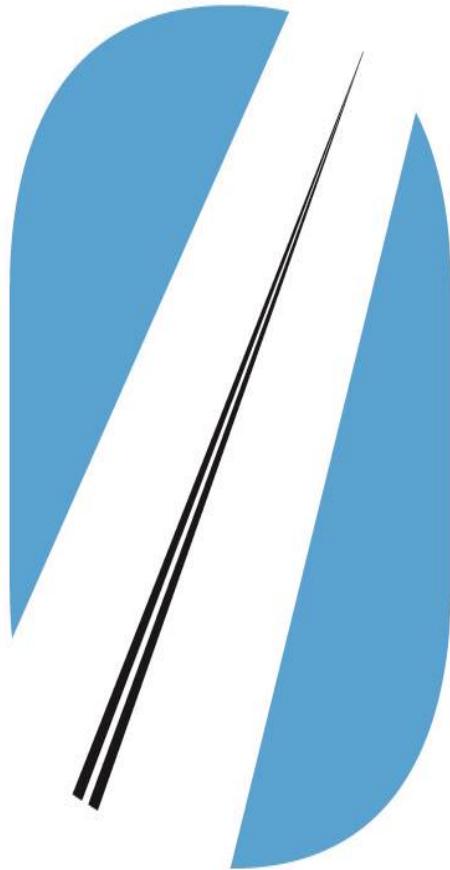
Bicyclist Fatality Statistics

Year to date total, 2017 (CPD): 3

Year to date total, 2016 (CPD): 5

Year to date average, 2011-2015 (IDOT): 3.8

Bicyclist Fatalities by Month									
Source	IDOT	IDOT	IDOT	IDOT	IDOT	CPD	CPD	IDOT	2011-2015 Average
	2011	2012	2013	2014	2015	2016	2017		
January	1	0	0	0	1	0	1	0.4	
February	0	0	0	0	0	0	0	0	
March	0	0	0	0	0	0	0	0	
April	0	0	0	0	1	0	0	0.2	
May	1	0	1	2	0	0	0	0.8	
June	1	1	0	0	0	2	1	0.4	
July	0	2	1	1	0	1	1	0.8	
August	3	1	0	2	0	2	0	1.2	
September	0	1	0	1	2	1		0.8	
October	0	2	0	0	2	0		0.8	
November	1	0	0	0	0	0		0.2	
December	0	1	1	0	1	0		0.6	
TOTAL (Jan 1- Aug 31)	6	4	2	5	2	5	3	3.8	
TOTAL	7	8	3	6	7	6	3	6.2	



**VISION
ZERO
CHICAGO**

VISION ZERO UPDATE: ACTION PLAN & NEXT STEPS

KEY PLAN COMPONENT:

LARGE VEHICLE SAFETY EQUIPMENT

- Side Guards & Additional Mirrors
- Will be standard for the City Fleet
- Will be a required in any City contract over \$2 million
- Phased over 4 years

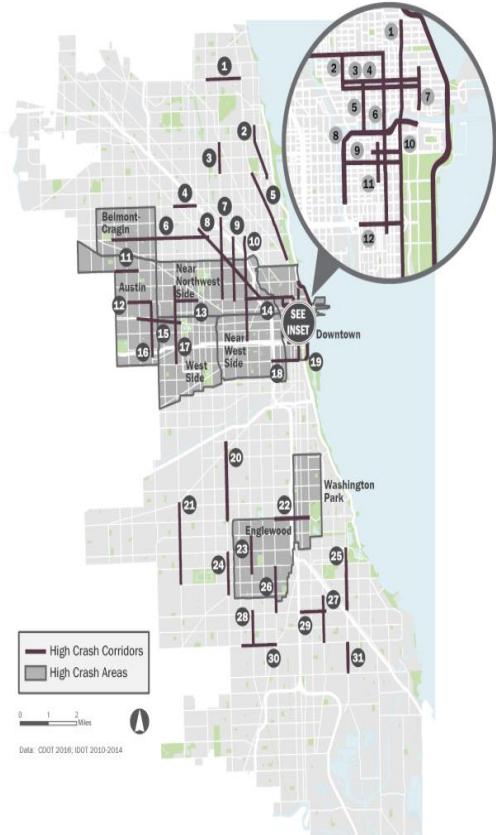


KEY PLAN COMPONENT:

COMMUNITY-BASED PLANNING FOR TRAFFIC SAFETY

- Provide an opportunity for community engagement on traffic safety and involvement in Vision Zero

VISION ZERO HIGH CRASH CORRIDORS & AREAS



NEIGHBORHOOD HIGH CRASH CORRIDORS

Numbered North to South

①	Devon	from California	to Clark	⑩	Roosevelt	from Halsted	to Michigan
②	Broadway	from Foster	to Grace	⑪	Lake Shore Drive	from Division	to Roosevelt
③	Western	from Lawrence	to Irving Park	⑫	Western Ave/Bld	from 35th	to Garfield
④	Belmont	from Pulaski	to Kedzie	⑬	Pulaski	from Archer	to 71st
⑤	Clark	from Irving Park	to LaSalle	⑭	Garfield	from Halsted	to King
⑥	Fullerton	from Meade	to California	⑮	Ashland	from 59th	to 69th
⑦	Western	from George	to Chicago	⑯	Western	from 63rd	to 74th
⑧	Milwaukee	from Kedzie	to Ogden	⑰	Stony Island	from 63rd	to 79th
⑨	Damen	from Fullerton	to Superior	⑱	Halsted	from Marquette	to 79th
⑩	Ashland	from Fullerton	to Van Buren	⑲	Cottage Grove	from 75th	to 87th
⑪	North	from Austin	to Laramie	⑳	Ashland	from 78th	to 87th
⑫	Chicago	from Central	to Cicero	㉑	79th	from State	to Drexel
⑬	Chicago	from Pulaski	to Kedzie	㉒	87th	from Damen	to Halsted
⑭	Chicago	from Paulina	to State	㉓	Stony Island	from 87th	to 95th
⑮	Lake	from Lockwood	to Hamlin				
⑯	Cicero	from Chicago	to Arthington				
⑰	Pulaski	from Division	to Roosevelt				

DOWNTOWN HIGH CRASH CORRIDORS (MAP INSET)

Numbered North to South

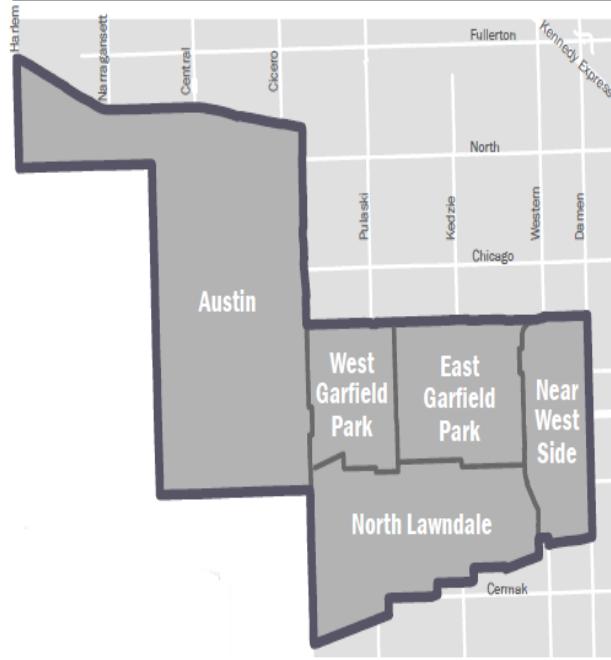
①	Michigan	from Oak	to Roosevelt
②	Orleans	from Chicago	to Ohio
③	Ontario	from Orleans	to Fairbanks
④	Ohio	from Orleans	to Fairbanks
⑤	LaSalle	from Ontario	to Wacker
⑥	State	from Chicago	to Harrison
⑦	Fairbanks	from Huron	to North Water
⑧	Wacker	from Jackson	to Columbus
⑨	Washington	from Wacker	to Michigan
⑩	Randolph	from Clark	to Michigan
⑪	Dearborn	from Lake	to Monroe
⑫	Congress	from Wells	to Michigan

METHODOLOGY

Candidate Vision Zero High Crash Corridors were identified by evaluating the spatial pattern of citywide non-expressway crashes resulting in fatalities and serious injuries between 2010 and 2014. Each candidate corridor was then ranked by the number of injury crashes per mile with added weight given to fatal and serious injury crashes. The map identifies 70 miles of Vision Zero High Crash corridors, including (1) 50 miles with the overall highest weighted crash indices, (2) the share of corridors within the downtown area was limited to 10 miles due to high overall numbers of crashes in the commercial center of the city, and (3) additional corridors that ranked highly by crashes involving one mode - pedestrian, bicyclist, or motorist - but did not make the top 50 miles by aggregate index round out the Vision Zero High Crash corridors list.

The eight High Crash Areas are made up of the top 14 (top 20th percentile) Community Areas as ranked by a composite score of total fatal and serious injury crashes, total fatal and serious injury crashes/100,000 residents, total fatal and serious injury crashes/square mile, economic hardship, and proportion of fatal and serious injury crashes per total crashes. Names broadly describing these areas are used.

Vision Zero West Side: Focus Area



Quick Facts



People Killed or Seriously Injured in West Side Crashes

915 2010-2014

Serious Injuries and Fatalities per 100,000 residents

485.6 CityWide: 302



Percentage of Census Tracts rated as High Economic Hardship*

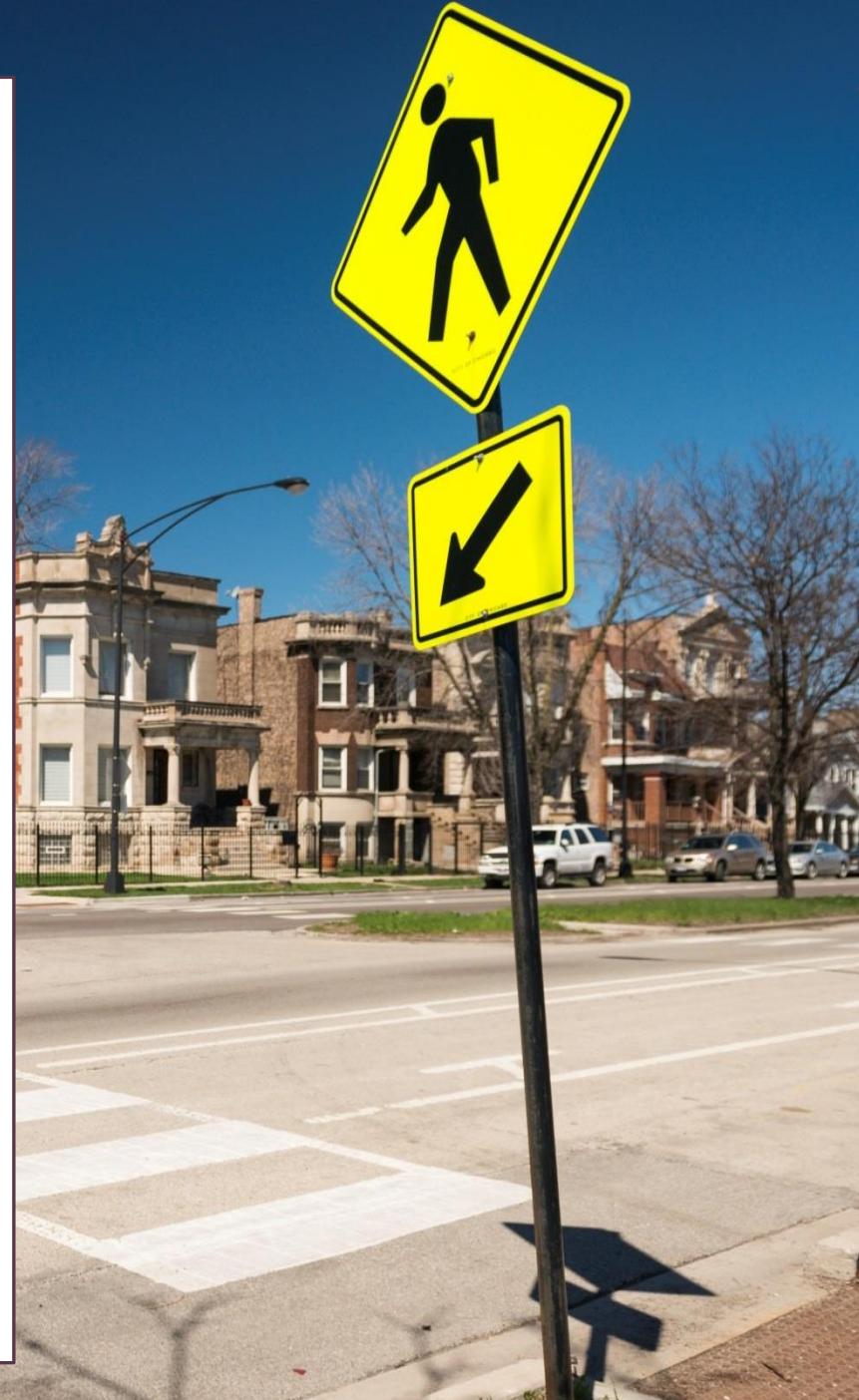
69%

Median Household Income

CityWide: 33%

\$21,689

CityWide: \$48,883



VISION ZERO WEST SIDE

WEST SIDE COMMUNITY MEETINGS
Lawndale Community Academy
Tuesday 9/26, 5:30 - 7:30

Legler Library
Wednesday 9/27, 5:30 - 7:30

Austin Town Hall
Saturday 9/30, 1 pm - 3 pm

westside@visionzerochicago.org





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WWW.VISIONZEROCHICAGO.ORG

View Chicago's Vision Zero Action Plan and sign up for updates.



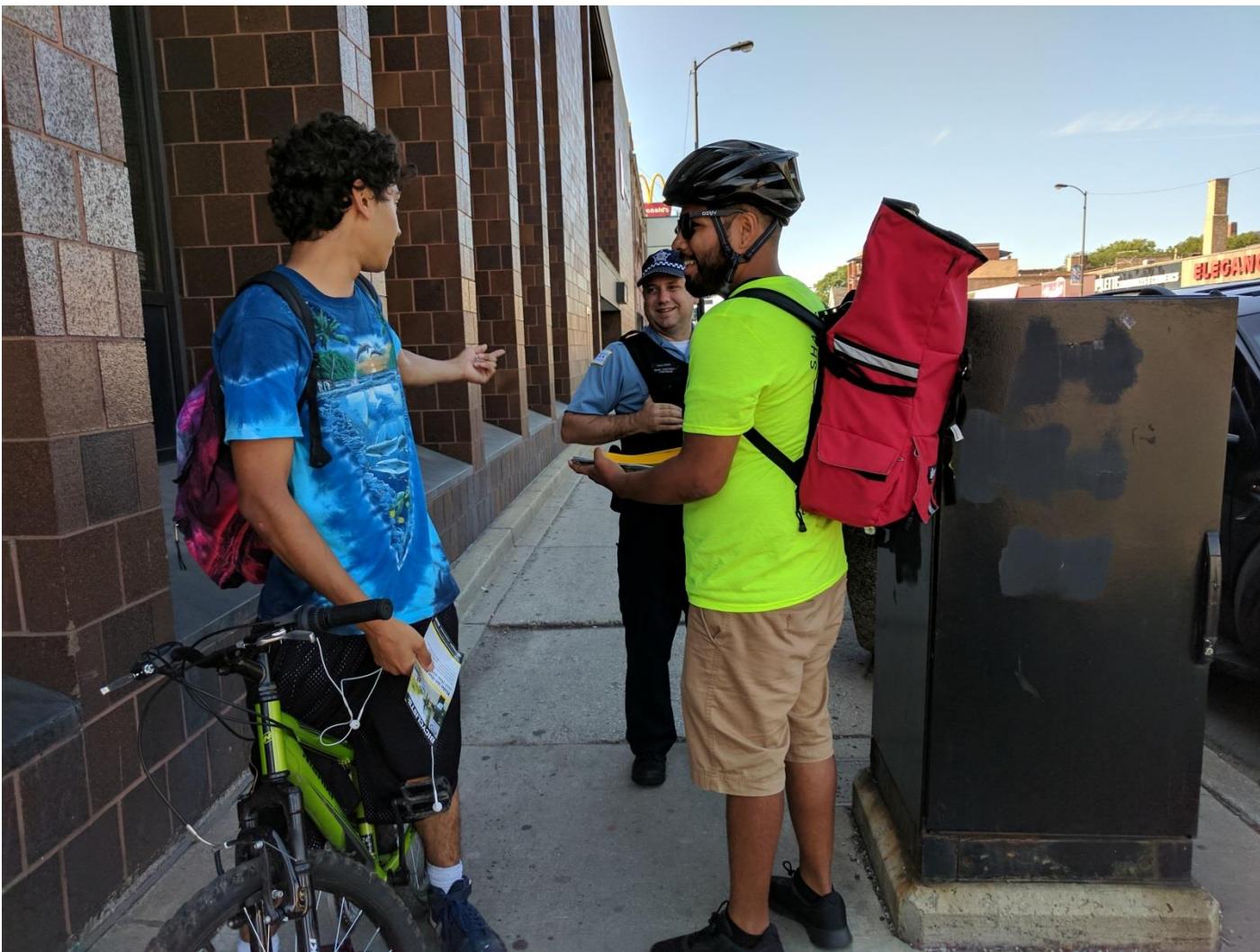
Bicycling Ambassadors 2017 Summer Outreach

Angel Montalvo, Ambassador Coordinator











CDOT
CHICAGO DEPARTMENT
OF TRANSPORTATION







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OF TRANSPORTATION







Questions?

- Email: Angel@chicagocompletestreets.org
- Phone: 312.744.8251
- Website: www.chicagocompletestreets.org

Streets for Cycling Update



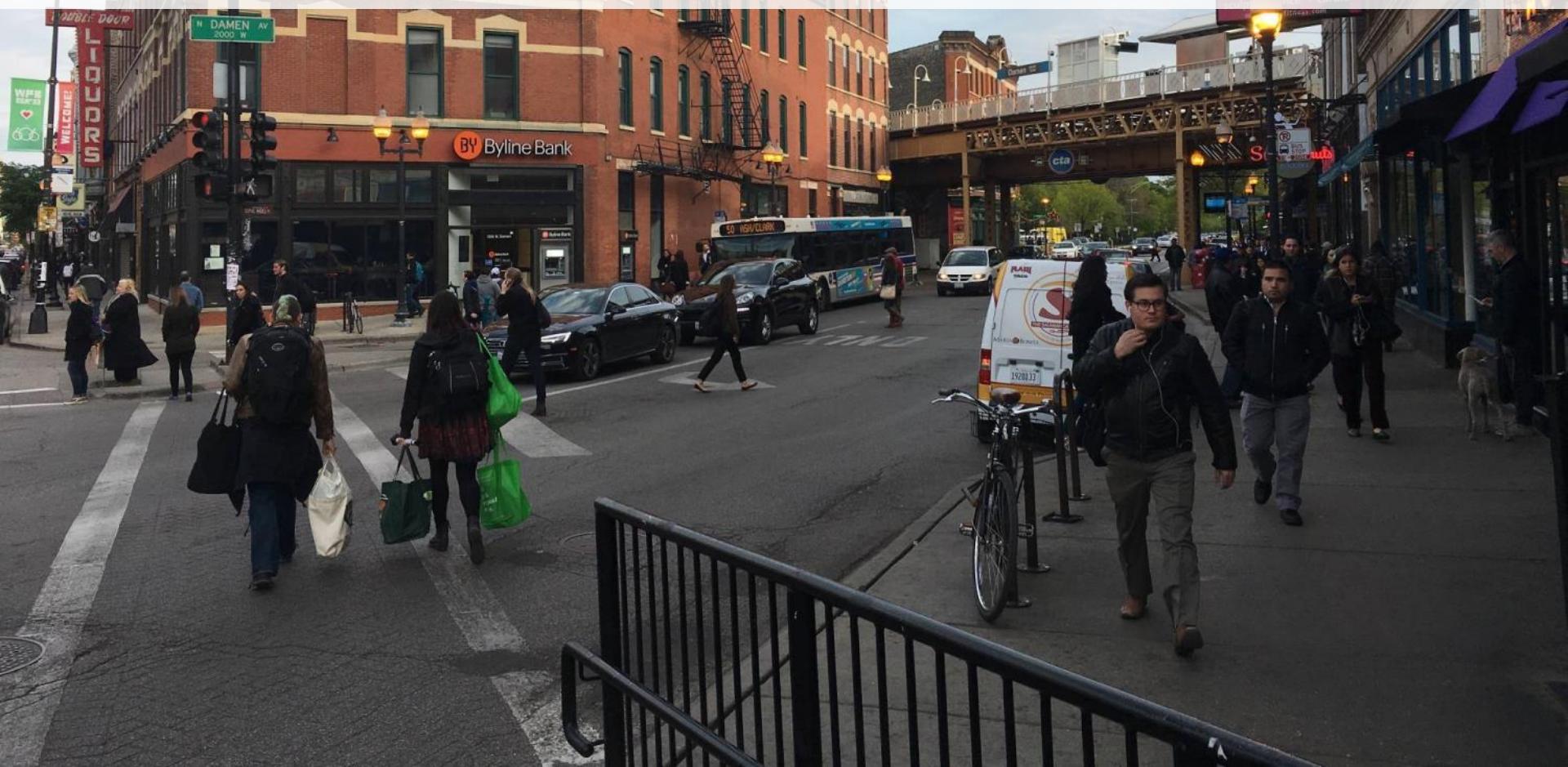
Mayor's Bicycle Advisory Council Meeting

September 13th, 2017

Mike Amsden, AICP – Assistant Director of Transportation Planning

Milwaukee Ave Pilot Project – Goals

- Improve accommodations for people walking, biking, taking transit & visiting the area by implementing projects identified in the Wicker Park Bucktown Master Plan
- Implement low-cost, quick-hit pilot projects that are prioritized and supported by members of the community
- Evaluate before / after effects of pilot project treatments



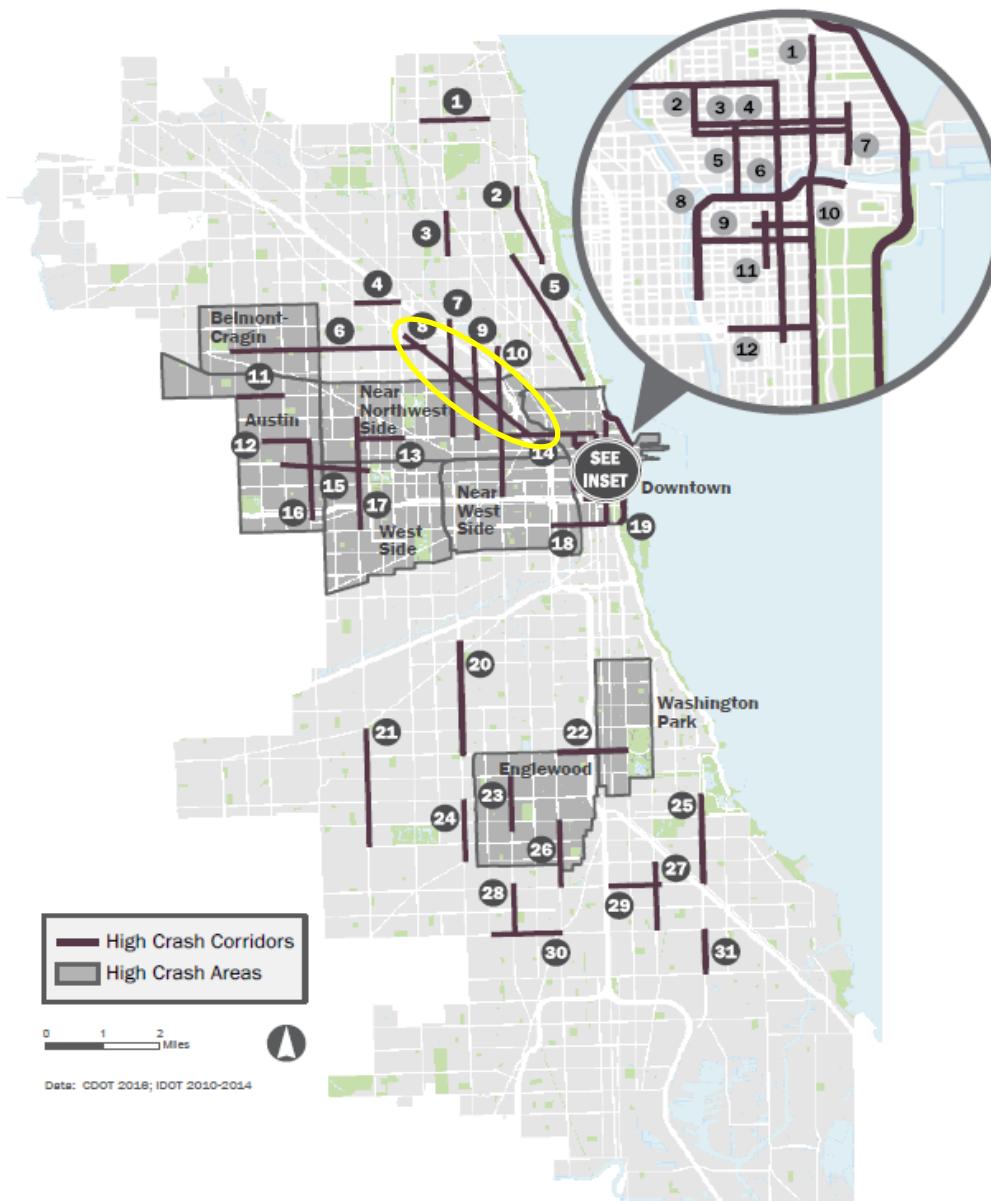


Vision Zero Action Items

- Evaluate High Crash Corridors for appropriate redesigns
- Create High Crash Corridor improvement plans that identify opportunities for interim safety projects
- Work with the community to identify opportunities to reduce the posted speed limit on pedestrian, bicycle, & transit priority streets
- Follow the Complete Streets Design Guidelines
- Improve service and access to public transit, especially on High Crash Corridors

Crash Data (2010 – 2014)

VISION ZERO HIGH CRASH CORRIDORS & AREAS



Overview

- High Crash Corridors
- 1,097 total crashes, with M/N/D having the highest concentration of crashes
- M/N/D a high-pedestrian crash intersection (2011 and 2015 analyses) and a high-bicycle crash intersection (2012 analysis)

Pedestrian / Bicyclist Crashes

- People walking and biking involved in 20% of all crashes, but represent;
 - 66% of injury crashes
 - 68% of serious injury crashes
- 74 reported dooring crashes represent 6% of reported dooring crashes citywide



- Congested sidewalks at peak periods
- Pedestrian desire lines at unmarked crosswalk locations



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Construction

Bank of America

F
31



- Over 1,000 people walking during the combined AM & PM peak hours
- 32 people turning right during the combined AM & PM peak hours





- Over 800 people riding through the intersection during the AM peak
- People on bikes represent 40% of peak-direction traffic on Milwaukee Ave and 10-12% of peak-direction traffic on Damen Ave during peak hours



NOEL STATE BANK



STARBUCKS





- 96% of motor vehicles are passenger vehicles
- Over 25% of motorists traveled within 12' of the curb
- Average motor vehicle speed of 17mph, 85% of people were driving 24mph or slower



FORESTER
PZEV



- Pinch points at various locations along the corridor
- Parking options available







- Challenging for CTA buses to access certain bus stops





- 25% of people riding northbound turn left onto the Bloomingdale Trail
- Of those 25%, 50% turn left from a 'left turn lane' position



LEAVITT ST
3000 W



Coming Soon



- 25% of people riding northbound turn left onto the Bloomingdale Trail
- Of those 25%, 10% turn left from a 'pedestrian crossing' position





- Many t-intersections throughout the corridor
- Inconsistent parking regulations lead to unsafe parking behaviors





- Many t-intersections throughout the corridor
- Inconsistent parking regulations lead to unsafe parking behaviors

BROOKLYN INDUSTRIES



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- Slow motor vehicle turns
- Increase pedestrian visibility at skewed intersections
- Provide dedicated bike lanes



Edgewater Neighborhood Network



Project Goals



- Develop a well-connected bike network designed for all people living and visiting Edgewater
- Establish formal bike connections to important community destinations
- Improve biking and walking on both commercial and residential streets
- Build upon existing support and enthusiasm
- Increase the number of biking trips

Existing Network

- Bike Lanes
 - Neighborhood Greenway
 - Marked Shared Lanes
 - Lakefront Trail
-
- Quick-Hit Projects in 2017



Project Timeline



- Kick-Off Meeting: June 24, 2017
 - Organized bike ride: Summer 2017
 - Task Force Meetings: Fall 2017
 - Community Meeting #2: Winter '17/'18
-
- Engineering Coordination: 2018
 - Implementation: 2019

Thank You!



Website

www.chicagocompletestreets.org

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GRANT PARTNERSHIP OPPORTUNITY

Equity Challenge Grants \$25K - \$65K

- Focus on communities of color; and/or
- LMI communities
- Bike share specific
- Community organizations strongly encouraged to apply

Timeline:

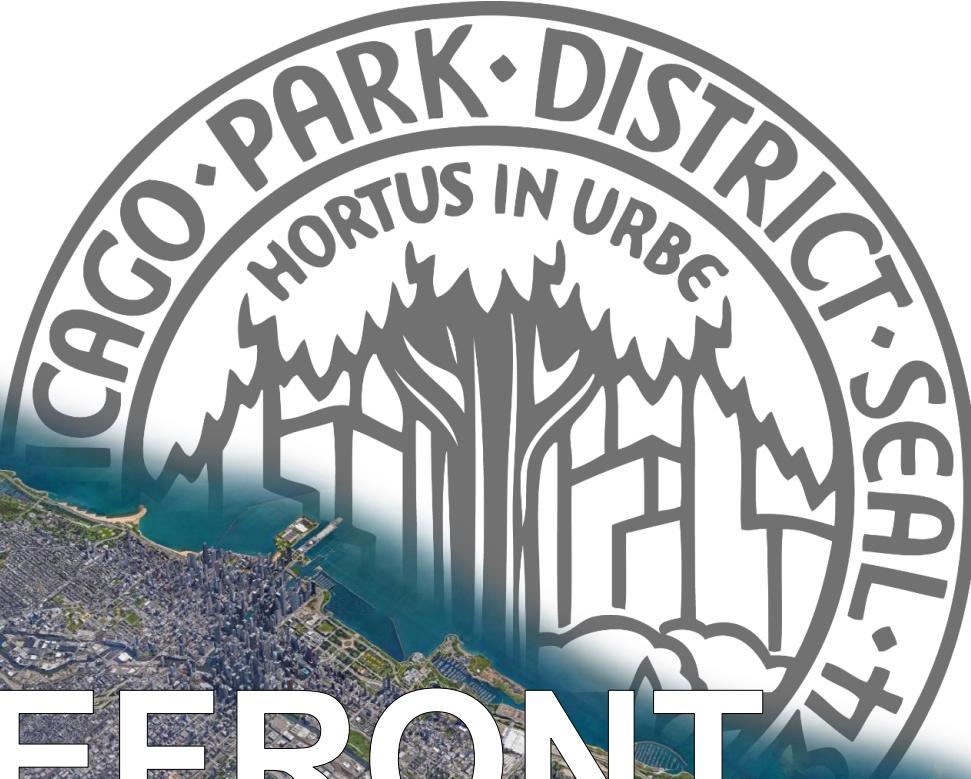
- Oct. 6 – Letter of Interest Due
- Jan. 12 – Full application due
- April 2018 – May 2019 Grant term

More info: betterbikeshare.org

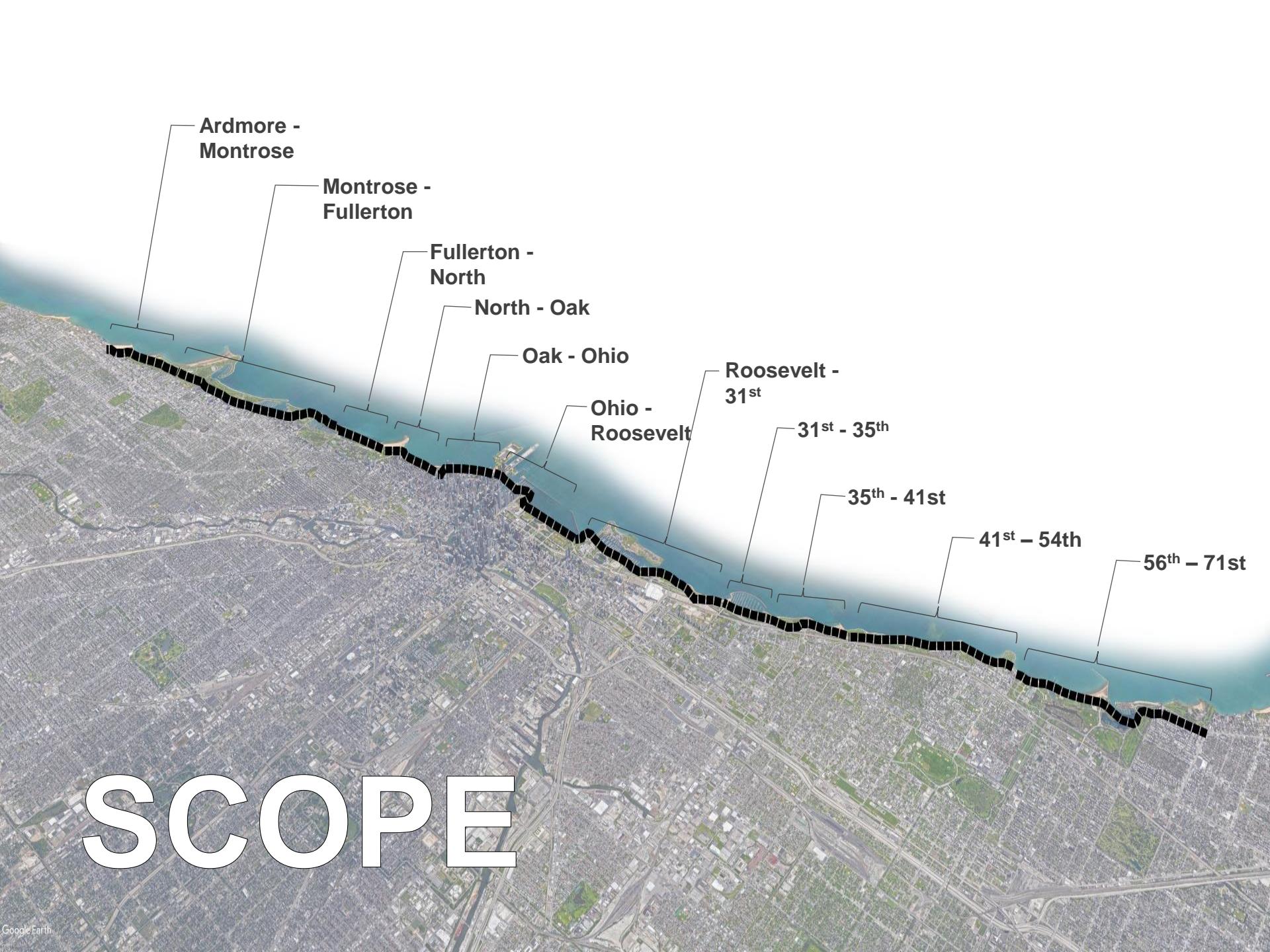
CDOT Collaboration: Amanda.woodall2@cityofchicago.org

BETTER BIKE SHARE PARTNERSHIP





LAKEFRONT TRAIL SEPARATION



SCOPE

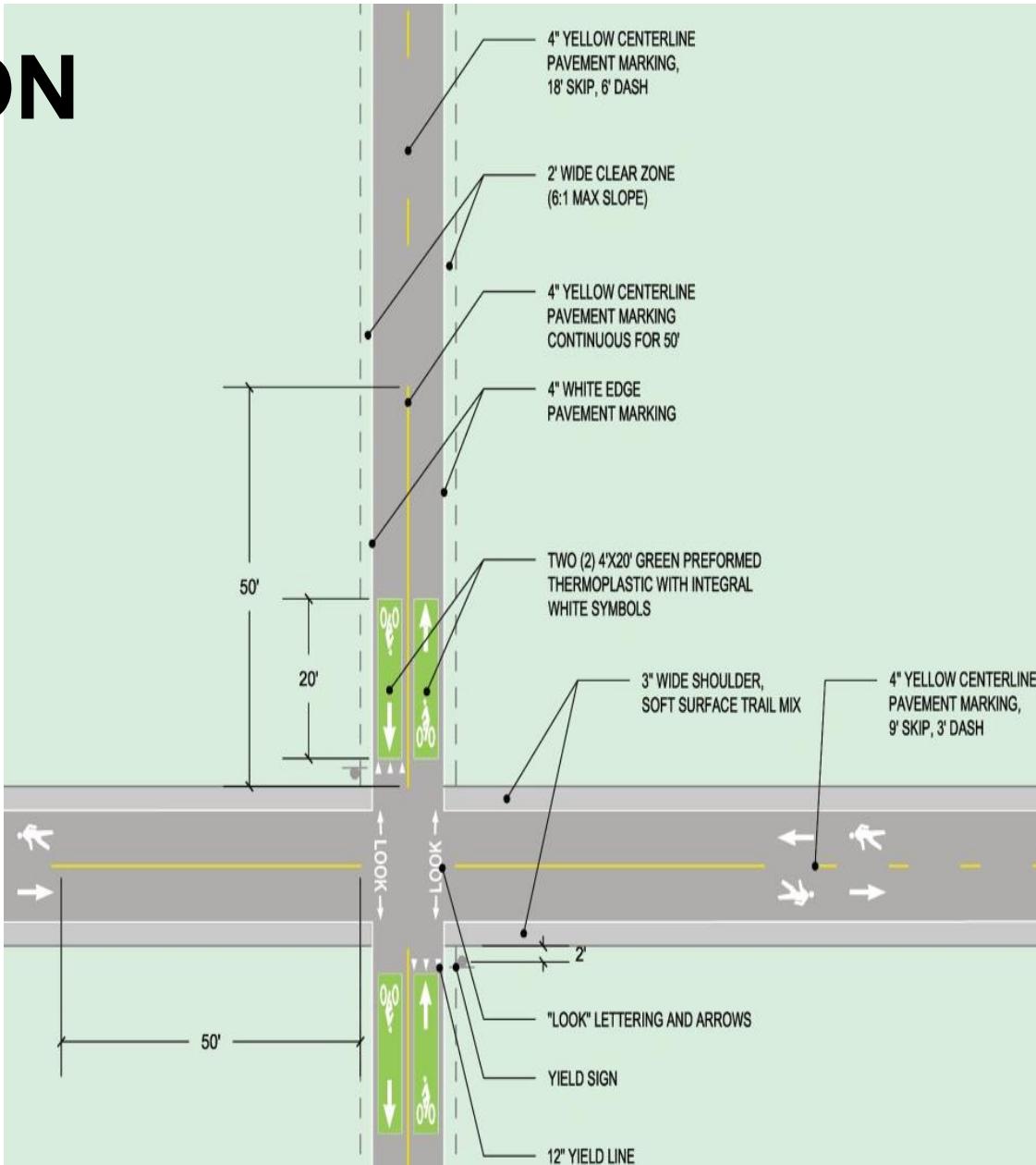
2017

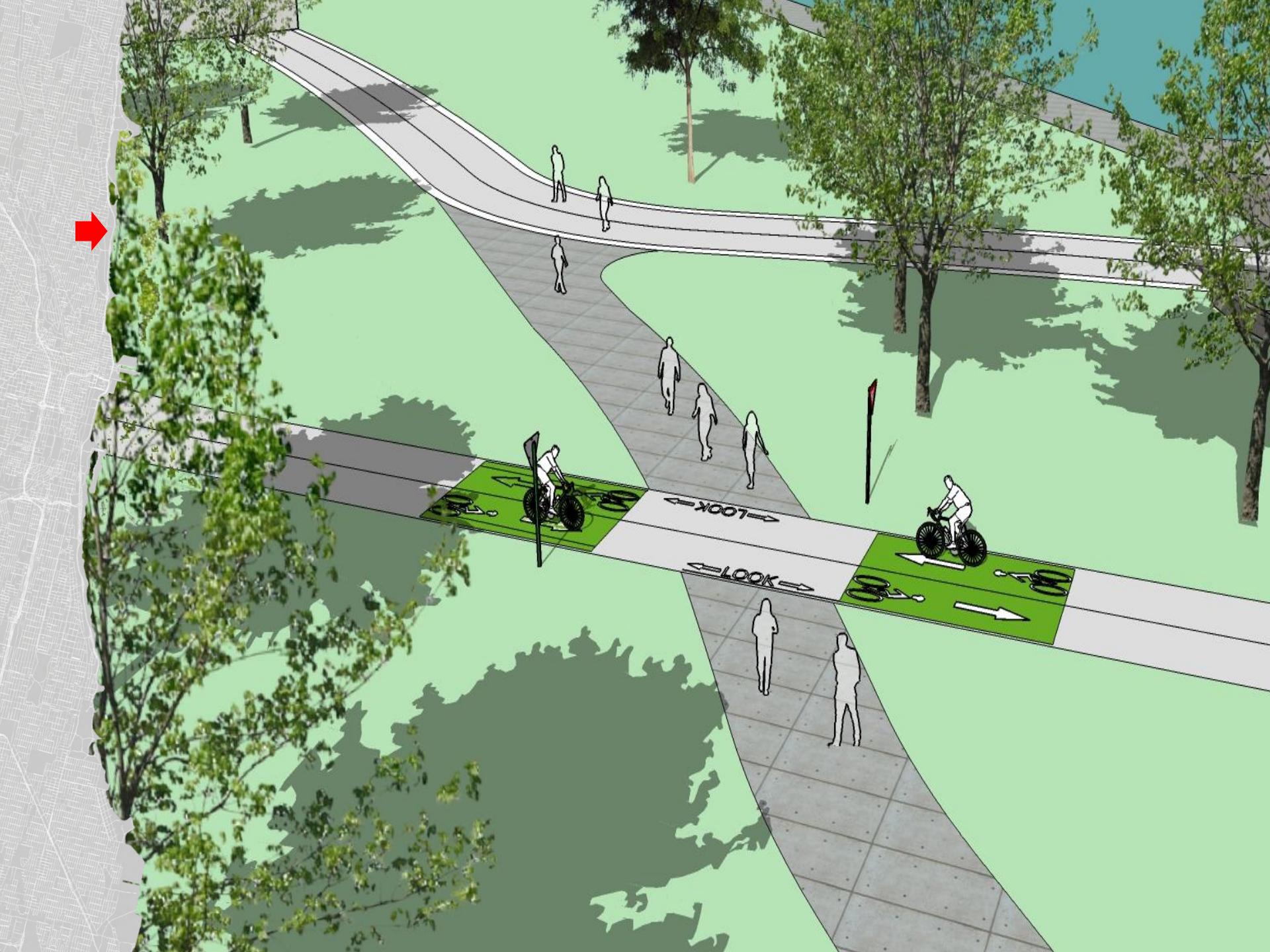
2018

This map illustrates the progression of lakefront construction along the Chicago coastline from 2017 to 2018. The lakefront is divided into several segments, each labeled with its name and the years it was completed. The segments are color-coded: dark blue for 2017 and cyan for 2018. The 2017 segments are: Ardmore - Montrose, Montrose - Fullerton, Fullerton - North, North - Oak, Oak - Ohio, Ohio - Roosevelt, Roosevelt - 31st, 31st - 35th, 35th - 41st, 41st - 54th, and 56th - 71st. The 2018 segments are: Ardmore - Montrose, Montrose - Fullerton, Fullerton - North, North - Oak, Oak - Ohio, Ohio - Roosevelt, Roosevelt - 31st, 31st - 35th, 35th - 41st, 41st - 54th, and 56th - 71st.

TIMELINE

INTERSECTION



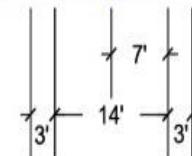
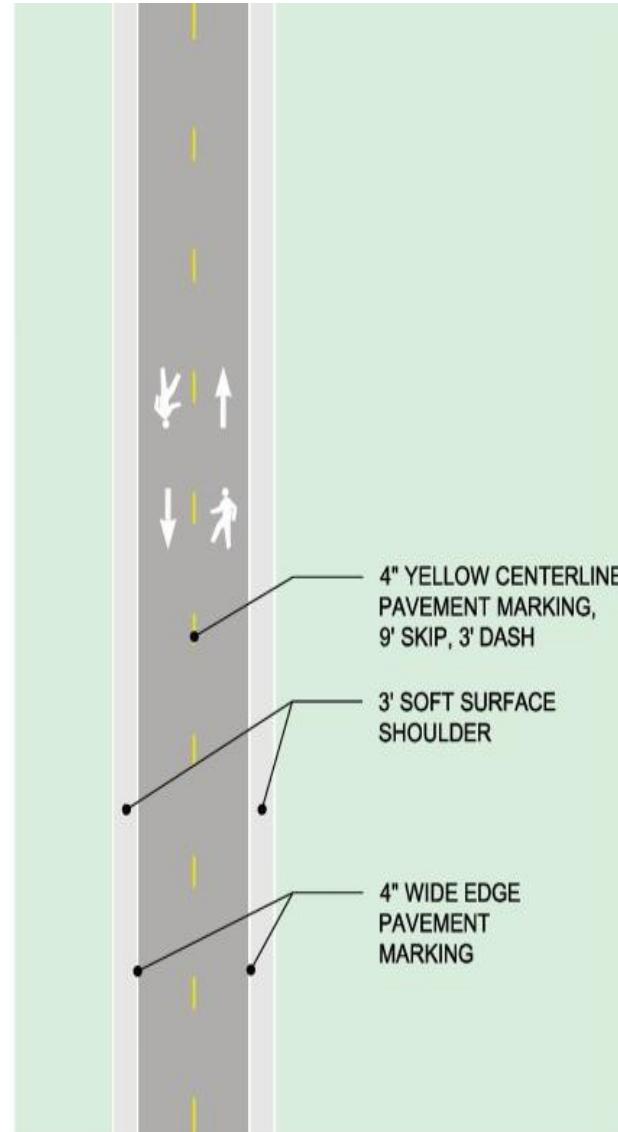
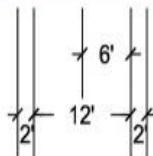
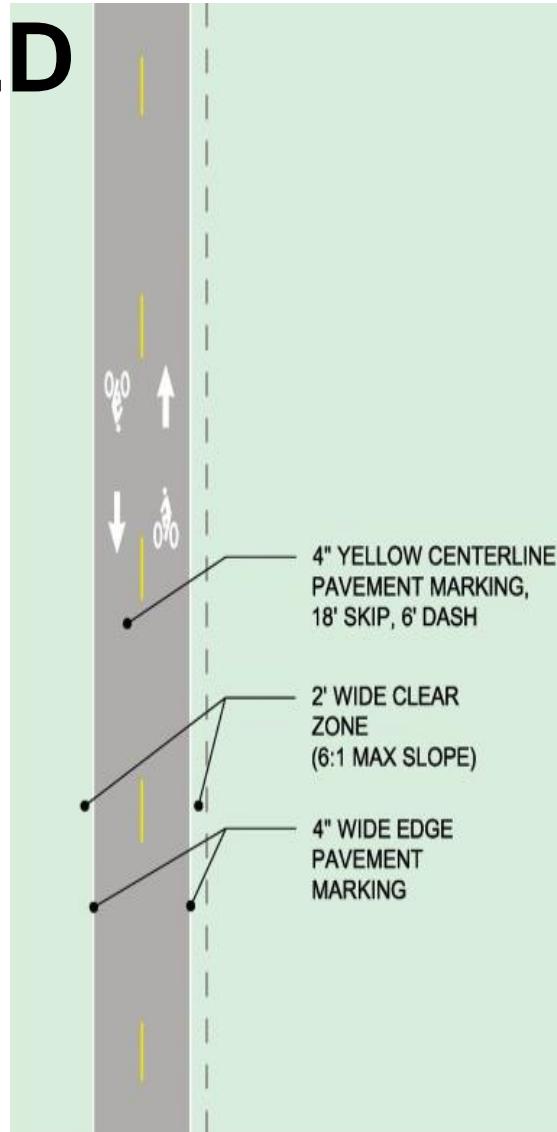


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← LOOK →

STOP

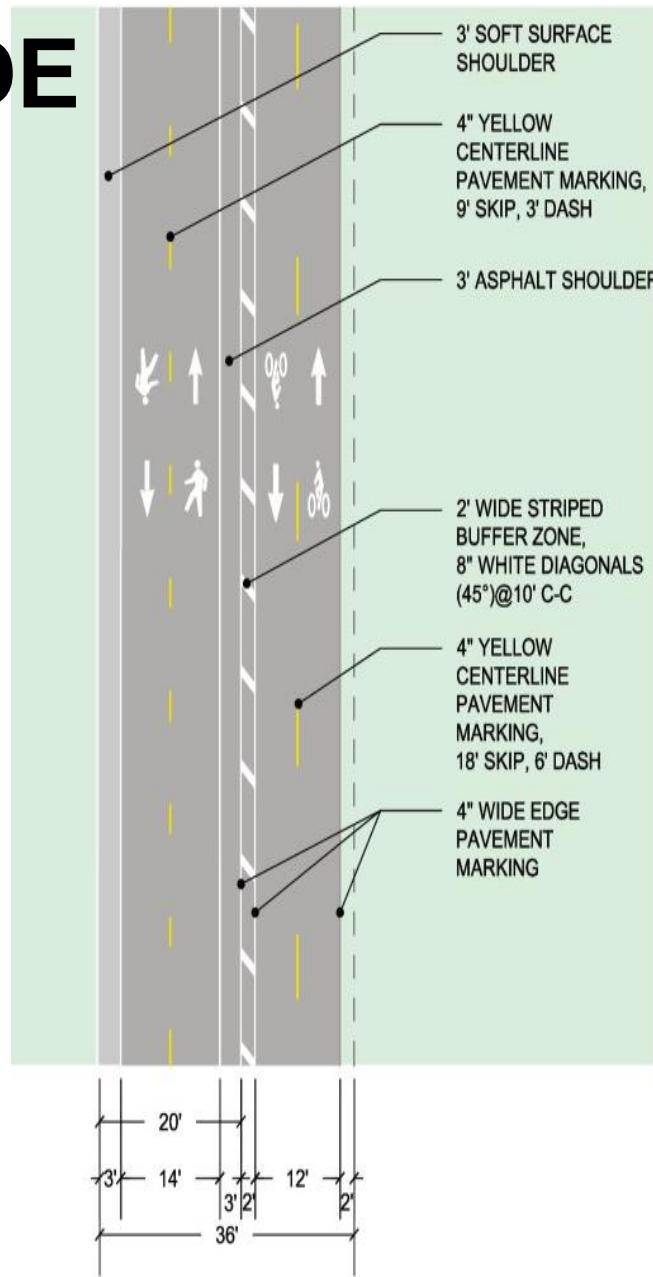
SEPARATED



SEPARATED



SIDE-BY-SIDE







ARDMORE TO MONTROSE

- - - EXISTING TRAIL TO REMAIN (PEDESTRIAN)
- - - PROPOSED TRAIL (PEDESTRIAN)
- - - EXISTING TRAIL TO REMAIN (BIKE)
- - - PROPOSED TRAIL (BIKE)
- CONNECTOR SPUR



ARDMORE TO MONTROSE TRAIL SEPARATION
Chicago Park District Lakefront Trail Separation

SCALE: 1=200' 0"

<http://www.chicagoparkdistrict.com/lakefront-trail/>

Please join us for the next Mayor's Bicycle Advisory Council Meeting

Wednesday, December 13th



www.chicagocompletestreets.org/getinvolved/mayors-advisory-councils/